

IN THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-17 Canceled

18. (Currently Amended) A method for assisting an operator of a vehicle in adjusting a nominal steering angle at steerable wheels of the vehicle for vehicle stabilization, the method comprising:

determining a steering torque of a steering line of the vehicle dependent on a difference between a nominal steering angle and an instantaneous steering angle;

estimating a value of a load moment acting on the steering line of the vehicle, based upon a hand moment, a motor moment, a steering column steering angle and a steering angle velocity of a steering column; and

applying an additional torque to the determined steering line of the vehicle, wherein the additional steering torque is established dependent on the estimated value for the load moment.

19. (Previously presented) A method according to claim 18, wherein the additional steering torque is composed of at least two additive components, with a first component being determined dependent on a difference between the nominal steering angle and the instantaneous steering angle, and a second component is established dependent on the estimated value of the load moment.
20. (Previously presented) A method according to claim 18, wherein the load moment is estimated by a disturbance variable observer unit.

21. (Previously presented) A method according to claim 18, wherein a component of the nominal steering angle is determined in an inverse vehicle model dependent on a disturbance yaw torque.
22. (Previously presented) A method according to claim 18, wherein a component of the nominal steering torque is determined dependent on a deviation between a yaw angle of the vehicle and a predetermined value of the yaw angle.
23. (Previously presented) A method according to claim 18, wherein a component of the nominal steering angle is an estimated track steering angle.
24. (Previously presented) A method according to claim 18, wherein a component of the additional steering torque has a predefined amount.
25. (Previously presented) A method according to claim 24, wherein the component of the additional steering angle with the predefined amount is set for a predetermined duration after a start of a braking operation.
26. (Currently Amended) A device for assisting an operator of a vehicle in adjusting a nominal steering angle on at least one steerable wheel of the vehicle for vehicle stabilization, the device comprising:
- a control unit for determining a deviation between a nominal steering angle and an instantaneous steering angle of the vehicle;
- a torque adjusting device that adjusts an additional steering torque, wherein the additional steering torque is determined based on deviation between the nominal steering angle and the instantaneous steering angle;
- one or more sensors mounted in the steering line of the motor vehicle;
- an estimation device for estimating a load moment that acts on the steering line based on signals from the one or more sensors mounted in the steering line of the motor

vehicle, wherein the load moment is vehicle based upon a hand moment, a motor moment, a steering column steering angle and a steering angle velocity of a steering column;

a device for establishing at least one component of the additional steering torque for the estimated load moment; and

an adder for adding the additional steering torque to the steering torque established by the deviation between the nominal steering angle and the instantaneous steering angle, wherein the torque adjusting device is driven by an output of the adder.

27. (Previously presented) A device according to claim 26, wherein the one or more sensors includes at least one of a steering angle sensor, a sensor for measuring a hand steering moment representative of steering request from the operator, and a sensor for measuring the additional steering torque.
28. (Previously presented) A device according to claim 26, wherein the estimation device for estimating the load moment is designed as a disturbance variable observer unit.
29. (Previously presented) A device according to claim 26, wherein the torque adjusting devices comprises a servo motor of an electric power steering system.
30. (Previously presented) A device according to claim 26, wherein the torque adjusting devices comprises a hydraulic power steering system.
31. (Previously presented) A device according to claim 26, wherein the torque adjusting devices comprises a steer-by-wire steering system.
32. (Previously presented) A device according to claim 26, further comprising a pilot control which connects to the adder and transmits an additional steering torque with a predetermined value to the adder for a predetermined period.

33. (Previously presented) A device according to claim 26, further comprising a detector for detecting a driving condition, wherein dependent on a detected driving condition the detector submits an activation signal to a multiplier, which multiplies the activation signal by the additional steering torque established.
34. (Previously presented) A device according to claim 33, wherein the activation signal adopts a value of 1 when the detector identifies a braking operation on an inhomogeneous roadway.